General Guidance on Category One and Two cars

In this article we will try to explain how the permitted chassis modifications differ between a Category One car and a Category Two car in Stage Rallying. the aim is to help competitors and Scrutineers identify whether a car needs a Category One or Category Two Vehicle Passport either before or at the point of the Vehcile Passport inspection.

It has been highlighted recently that there is confusion between Category One and Two modifications. To help resolve this we have set out the guidelines which we hope will make things clearer and detail certain allowances specific to Ford Escort Mk1 and Mk2.

Remember if you are unsure of the classification of a car, please contact the Technical Team with as much information as possible and we will be able to advise you.

Ford Escort Mk1 and Mk2 Specific guidance

We will focus here on the Mk1 and Mk2 Ford Escort as this is a model where chassis modifications are often borderline between Category One and Category Two.

*Note also that this guidance **does not** relate to Historic specification Escorts, modifications in historic rallying are strictly limited to proven period or homologated specifications per R49.6.*

The Mk2 Escort was homologated in FIA Group Four which homologated certain chassis modifications and these modifications can be used and the car will remain in Category One. However, modifications beyond the homologated specification and modifications on vehicles which were not homologated will automaticaly require Category Two approval if areas such as the transmission tunnel, bulkhead etc. are changed from standard.

However, there a number of relaxations to the Category One regualtions permissable for the Escort which take into account the history of how these vehicles have traditionally been prepared for Rallying in the UK.

Gearbox Tunnel

Fig.1 shows the style front gearbox tunnel acceptable within Category One, dimentionally this is roughly the same width and height as an original Escort Mk2 automatic transmission tunnel.

The shape of an original automatic transmission tunnel does not need to be replicated, but the maximum widths at points where the panel meets the floorpan/ bulkhead, indicate the maximum dimension of the original manufacturers floorpan that can be removed for the addition of a replacement tunnel. Anything larger than the dimensions shown in Fig.2 would require Category Two approval.

Additionally the maximum height of the tunnel, as shown in Fig.3, measured from the bottom of the dash panel, which must remain fitted within Category One, to the top of the tunnel is 350mm +/-10mm. Or from the bottom of the dash panel to the top of the gear selector housing is 320mm +/-10mm. If this measurement is less than this maximum dimension then Category Two approval would be required.

Fig.1

dimensions in mm

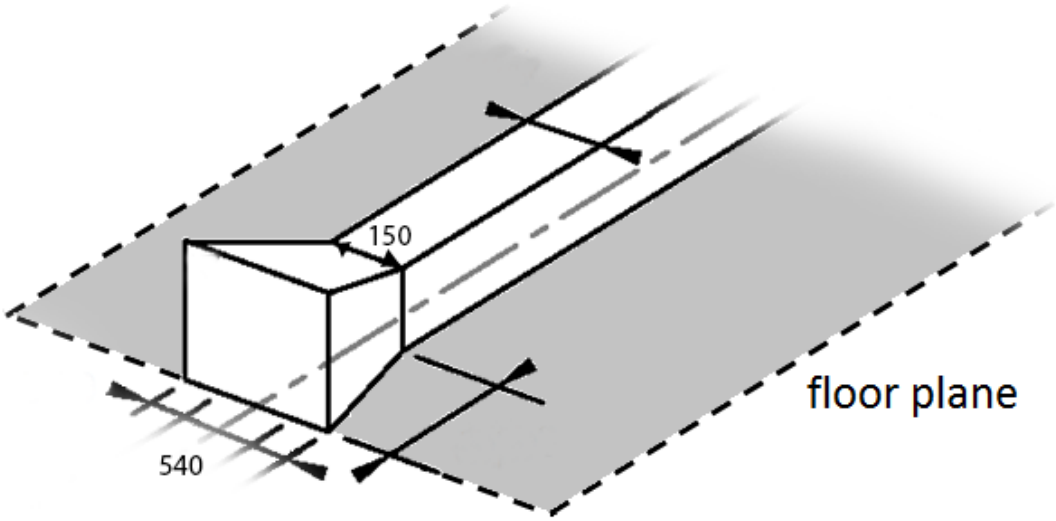


Fig.2

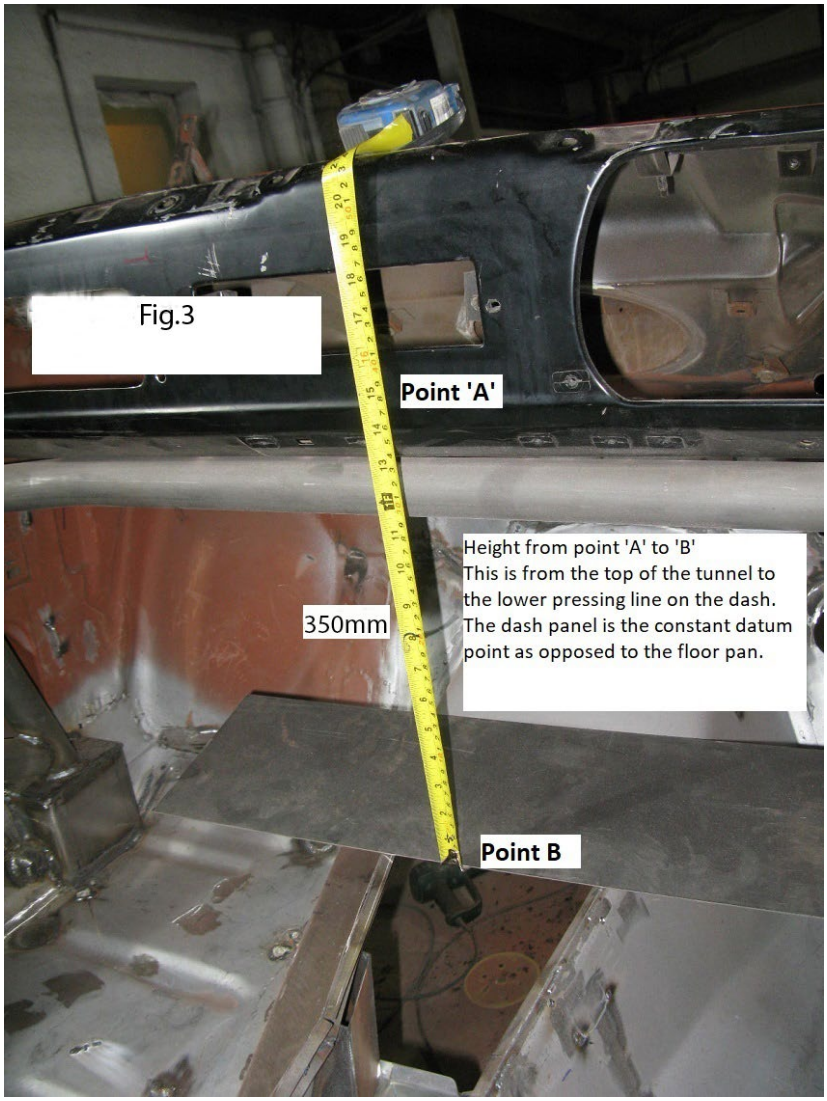


Fig.3

Exhaust tunnels

Within Category One a single exhaust tunnel recess is accepted, this may be along either the right-hand or left-hand side as an extension of the gearbox/prop shaft tunnel, to a maximum recess of 75mm. The exhaust tunnel may be either square or curved section.

Vehicles with exhaust tunnels both sides of the gearbox/prop shaft tunnel would require Category Two approval. However, if an existing vehicle with twin tunnels permanently disables one of the tunnels (by welded steel plating to equivalent material specification to the original bodyshell) then this would be acceptable within Category One.

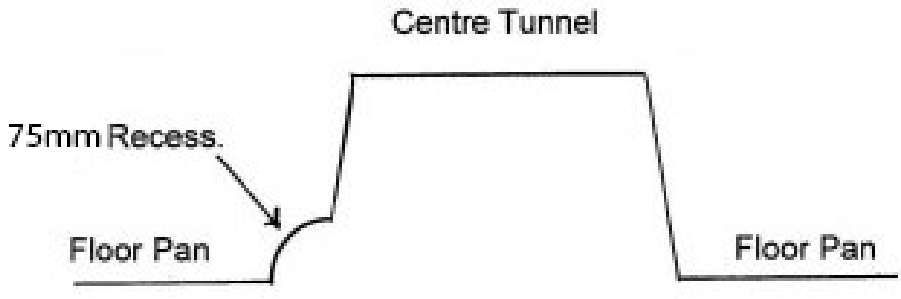


Fig.4

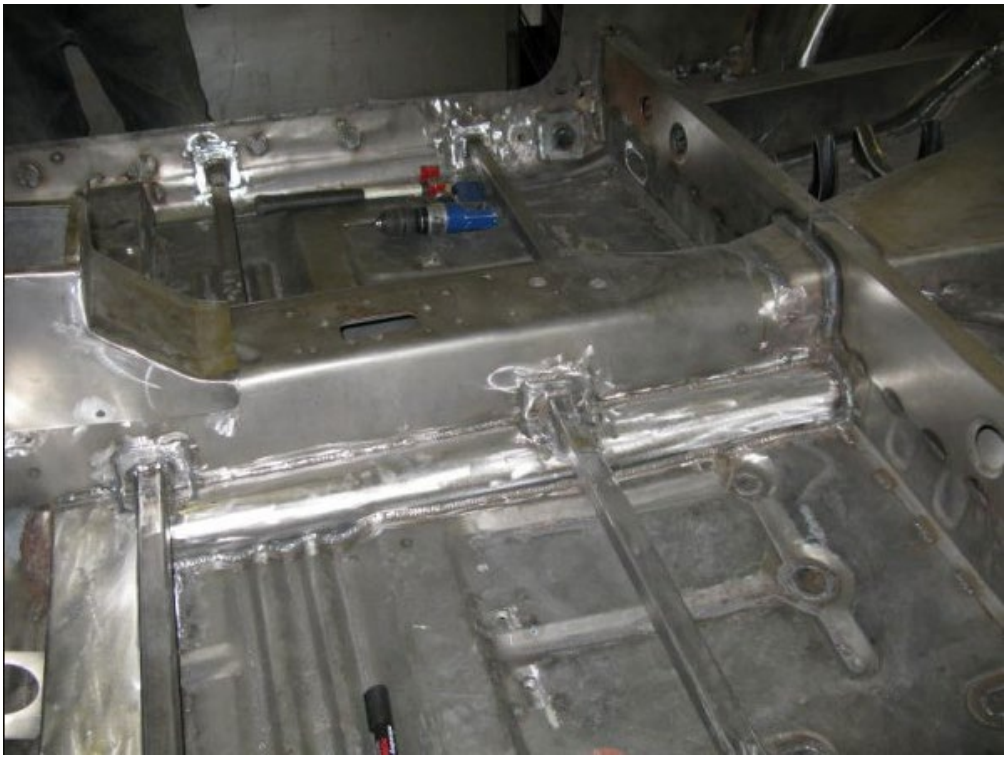


Fig.5

Prop Shaft Tunnel

To remain in Category One the Prop shaft tunnel, between the gearbox tunnel and the differential tunnel must remain to original manufacturers specification. If the Prop shaft tunnel has been modified, then Category Two approval would be required.

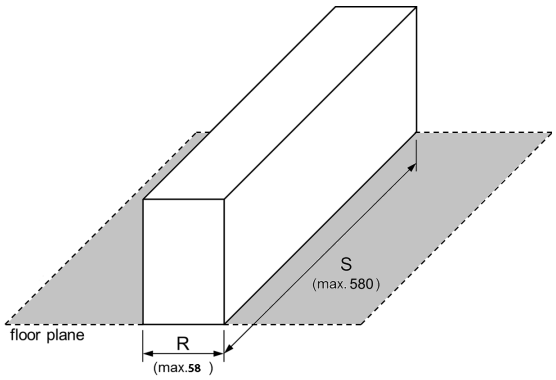
Fig.6

Differential Tunnel and Link Boxes

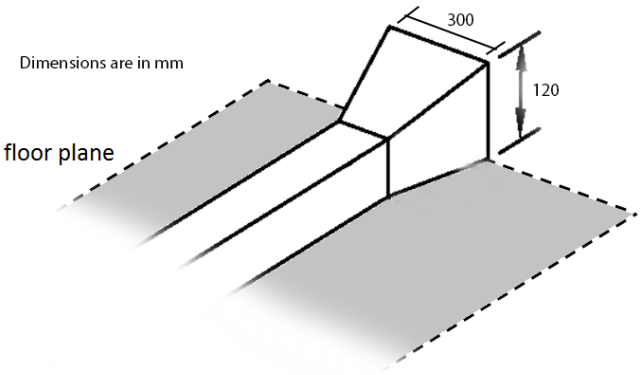
Fig.7 shows the style of differential tunnel and link boxes acceptable within Category One. Anything larger may require Category Two approval. Anything larger than the dimensions shown in Fig.8 would require Category Two approval.

Note they come no further forward than the rear seat cross brace (other than the Gartrac specification 'long' differential tunnel). For Category One this rear seat cross brace must remain fitted in original manufacturers location, although additional material/bracing may be added.

Fig.7



Link Box

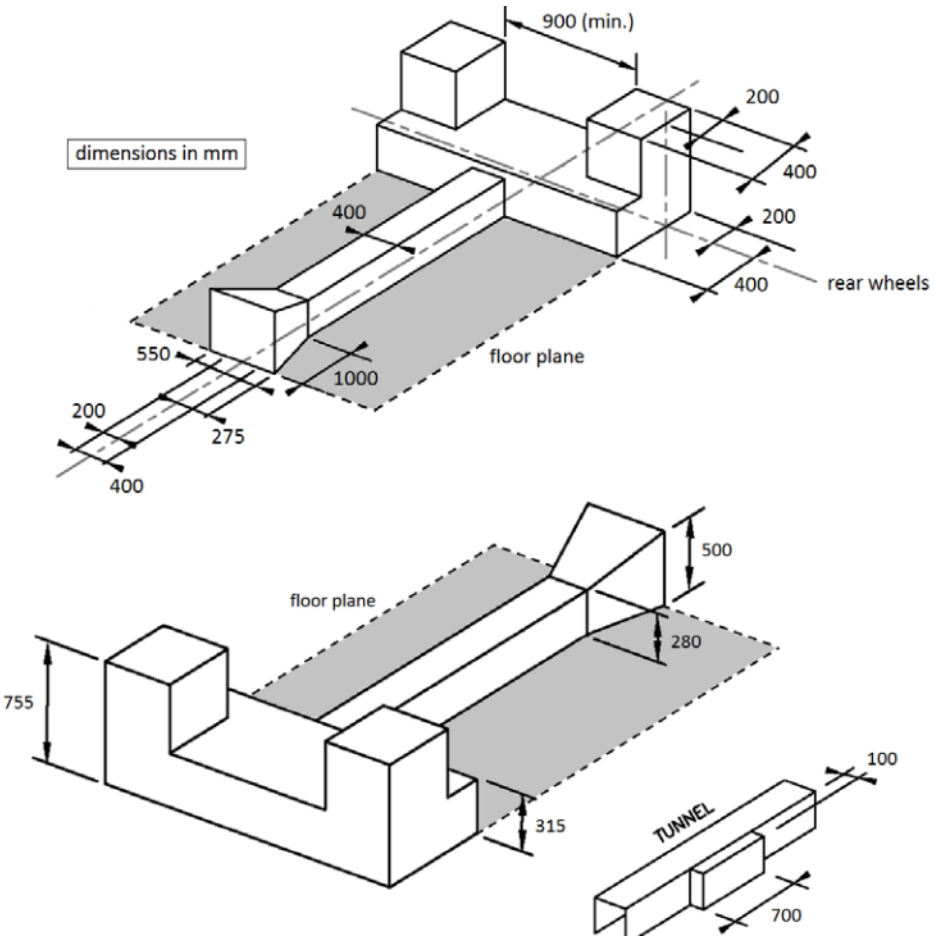


Differential Tunnel

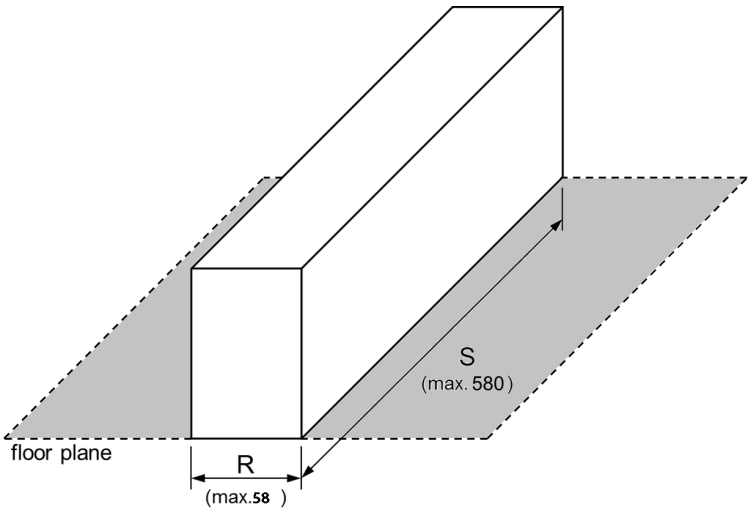
Fig.8

Guidance on Category Two modifications

The drawings below are those used to specify the limits of modification permitted for Category Two vehicles and floorpans must only be altered within the measurements given in the drawings.



Drawing 279-1 - 279-2



Link box dimensions.

A guide to the limits of floor pan modifications in a Category Two car

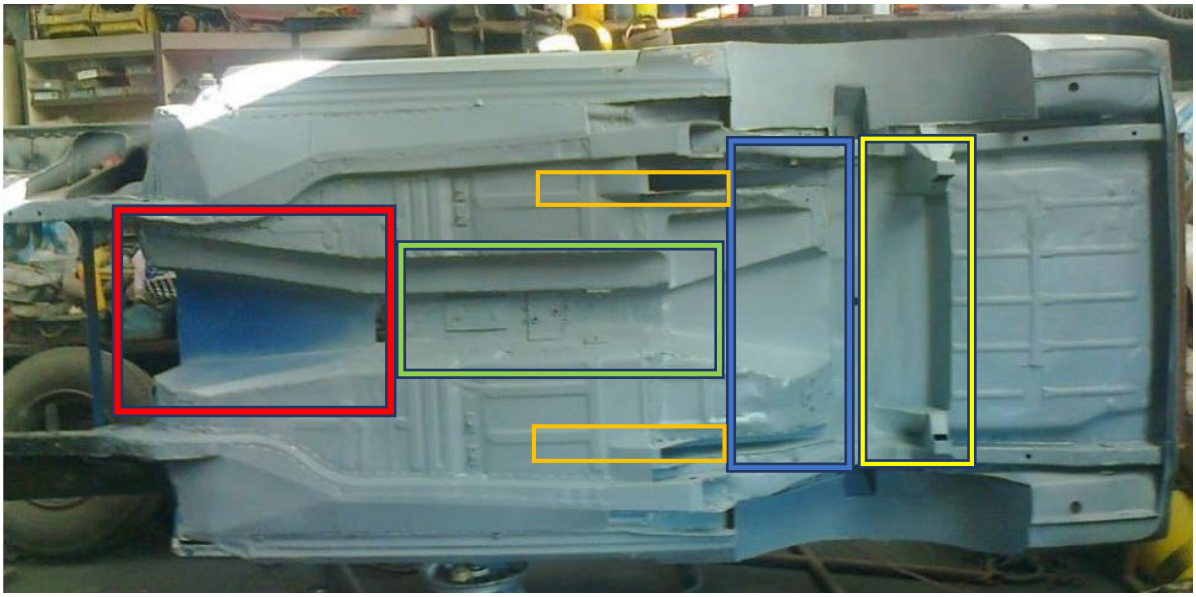


Fig.9

The areas highlighted in Fig.9 represent the free areas detailed in Drawing 279-1/279-2, it is within these free areas that modification is permitted. Outside of these free areas the original manufacturers chassis construction must remain.

Red Box: Gearbox tunnel. 1000mm long, 550mm wide at the bulkhead tapering back to 400mm wide where it meets the drive shaft tunnel, 500mm high at the bulkhead tapering back to 280mm high where it meets the driveshaft tunnel.

Green Box: Driveshaft/Exhaust Tunnel. 280mm High, 400mm Wide.

Orange Boxes: Link Boxes. The maximum aperture that may be cut into the floor pan to accommodate a link box is 580mm x 58mm (for each link box).

Blue Box: Front of Axle centre line. 400mm to the front and the full width between the wheel tubs.

Yellow Box: Rear of the Axle centre line. 200mm to the rear and the full width between the wheel tubs.

Note that the floor remains standard around the link boxes if they are outside the 400mm forward of the axel centre line, highlighted by the Blue Box.

Make sure turrets are within the dimension given in Drawing 279-1/279-2.